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1-7. (CANCELED)

8. (CURRENTLY AMENDED) An automated multiple-gear transmission in which several a plurality of power paths having corresponding transmission gear ratios are provided, in a transmission housing (24), between a transmission input shaft (3) and a transmission output shaft (4) for gear shifting, the transmission comprising:

wherein transmission gears can be realized by several a plurality of ratio conversion devices (8, 9, 10) that can be engaged, via shifting elements (5, 6, 7), for forming [[a]] the plurality of power flow paths through the transmission,

at least one of the ratio conversion devices (8, 9) having a bearing sleeve (26, 26A, 26B 26C) on which at least one of the shifting elements (6, 7) is at least partially located.

wherein the bearing sleeve (26, 26A, 26B 26C) is rigidly connected to a transmission housing (24) by at least one support element (25, 25A, 25B, 25C) so that is located within the transmission housing (24) in such a way that radial, axial and tangential forces, affecting the at least one ratio conversion device (8, 9), when the at least one ratio conversion device is engaged, are directly transmitted to the transmission housing (24) [[via]] through at least one engaged position of the shifting elements (6 or 7)[[.]] when the at least one ratio conversion device (8, 9) is engaged; and

the conversion devices (8, 9, 10) each comprise a spur gear pair, and a first spur gear (16, 17), of each spur gear pair, is supported by a bearing (23) of the respective conversion device (8, 9) and a second spur gear, of each spur gear pair, is supported on a countershaft (11).

9. (CURRENTLY AMENDED) The automated multiple-gear transmission according to claim 8, wherein axial forces abutting the at least one conversion device (8, 9) can also be transmitted directly into the transmission housing (24) via the bearing (23) of the at least one conversion device (8, 9) the conversion devices (8, 9, 10) each comprise first and second spur gears which form a spur gear pair, and the first spur gear (16, 17) is supported by a bearing (23) of the respective conversion device (8, 9) and the second spur gear is supported on a countershaft (11).

10. (CANCELED)

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11. (CURRENTLY AMENDED) The automated multiple-gear transmission according to claim 19 An automated multiple-gear transmission in which several power paths are provided, in a transmission housing (24), between a transmission input shaft (3) and a transmission output shaft (4) for gear shifting;

wherein transmission gears can be realized by several ratio conversion devices (8, 9, 10) that can be engaged for forming a power flow via shifting elements (5, 6, 7), at least one of the ratio conversion devices (8, 9) is at least partially located within the transmission housing (24) in such a way that radial and tangential forces affecting at least one of the ratio conversion device (8, 9), when the at least one ratio conversion device is engaged, are directly transmitted to the transmission housing (24);

axial forces abutting at least one of the conversion devices (8, 9) can also be transmitted directly into the transmission housing (24) via a bearing (23) of the at least one conversion device (8, 9); and

the bearing (23) of the at least one conversion device (8, 9) is equipped with a bearing sleeve (26; 26A, 26B, 26C) on which at least one of the shifting elements (6, 7) is at least partially located,

wherein the bearing sleeve (26; 26A, 26B, 26C) is rigidly connected to the transmission housing (24) via at least one support element (25; 25A, 25B, 25C).

12. (PREVIOUSLY PRESENTED) The automated multiple-gear transmission according to claim 8, wherein each of the shifting elements (5, 6, 7) is formed as one of positive shifting elements and non-positive shifting elements.

13. (CANCELED)

14. (PREVIOUSLY PRESENTED) The automated multiple-gear transmission according to claim 8, wherein the power paths are totaled in a summing transmission in the form of a planetary gearsset (2).

15. (PREVIOUSLY PRESENTED) The automated multiple-gear transmission according to claim 8, wherein the multiple-gear transmission is a power split countershaft transmission

16. (CANCELED)